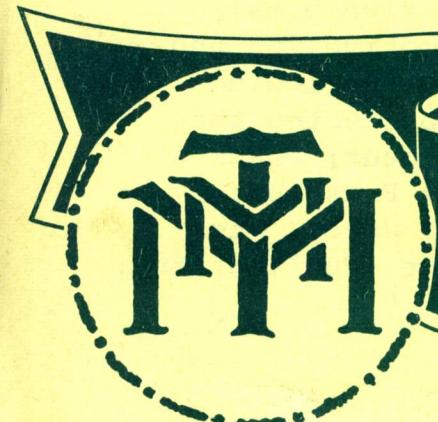


February 1971

Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

GONE - But Not Forgotten!

Featured on the cover of this issue of the Minnegazette is old # 20 -- former TCRT Minneapolis power plant 3rd rail electric locomotive. Obtained by the MTM in 1969, the cab woodwork framing, and body structures were in such an advanced state of deterioration that restoration of the car was considered to be impractical if not physically impossible.

However, the vintage TCRT # 7 power trucks and all electric running gear from # 20 were saved, have now been securely stored for future reincarnation in another streetcar for the Harriet project. Your Museum has long known that a 2nd car for the "Trolley" project was highly desirable--both as a backup car, and to recreate a more credible and colorful on-line operation.

Also, that only one, solitary standard car of the original 1234 built by TCRT shops should survive (in Minnesota) the holocaust of the mid-50's Twin Cities street railway abandonment, has kindled renewed interest among Museum members to bring back another of the cheery yellow cars in the not too distant future.

HIGHLIGHTS FROM THE ANNUAL MEETING

Members and guests turned out on the cold, clear night of Sunday, January 17 for the 1971 Annual Meeting of the Minnesota Transportation Museum. Held in the Weyerhauser Room of the Minnesota Historical Society on Cedar Street in St. Paul, outgoing President Byron Olson called the assemblage to order at 7:30 with a synopsis of the Museum's active and successful past year. Secretary Raymond Benson read the minutes from the last annual meeting; Paul Joyce - vice president, Public Relations, briefed the members on the Museum's 1970 promotional activities; George Isaacs - vice president, operations, gave the Harriet site report, citing over 2000 volunteer man-hours expended on the restoration project last year; John Stein-executive vice president, reported on contacts with the Antique Auto Club on the possible restoration of one of the Museum's antique auto buses; Russ Olson-treasurer, detailed organization finances and reported on TCRT # 20 salvage operations; Loren Martin-vice president traffic, presented his findings on the steam locomotive 253 and the possible options open to MTM concerning its future. Following Norm Podas' Nominating Committee report, the membership elected the following slate of officers for 1971: John Stein-President; Frank Sandberg, Executive Vice President; George Isaacs, Vice President, Operations; Loren Martin, Vice President, Traffic; Paul Joyce, Vice President, Public Relations; Byron Olson, Vice President, Publications; Russell Olson, Treasurer; Raymond Benson, Secretary.

In his parting remarks, outgoing President Olson highlighted many of the past year's more notable accomplishments; the launching of the Harriet Project, a successful and active Depot Season. Perhaps most important, he said, was the conscious effort to focus Museum effort on specific, designated, and attainable objectives-- such as the Depot/Lake Harriet -- rather than a dissipation of our limited resources by attempting to cover too many phases of the Historical Transportation Picture.

Taking the podium, new President Stein addressed the membership on the task ahead; 1971 will be a year of expanded action - particularly at Harriet. He urged the membership to throw their wholehearted support behind this primary Museum program.

The meeting closed at 10:00 p.m. following refreshments and a showing of slides and color film footage centering on the 1963 '1300' operations and the work at Lake Harriet last season.

THE HARRIET 'TROLLEY' PROJECT

A PROGRESS & PLANNING REPORT *by G. Isaacs*

This report is dedicated to those of you who by your help, physical as well as financial, have brought this project to the point where it is today.

Due to the onset of winter, outside work on the Lake Harriet site recessed in November with the following accomplishments:

- Completed steel carbarn measuring 16' wide X 14' high X 56' long.
- 325 ties moved on to the site.
- 150 feet of track laid.
- 105 feet of fencing erected.

This was accomplished by members volunteering over 2,000 manhours of work and an expenditure of \$4,200 donated by members, Foundations, and individuals.

What are the plans for 1971?

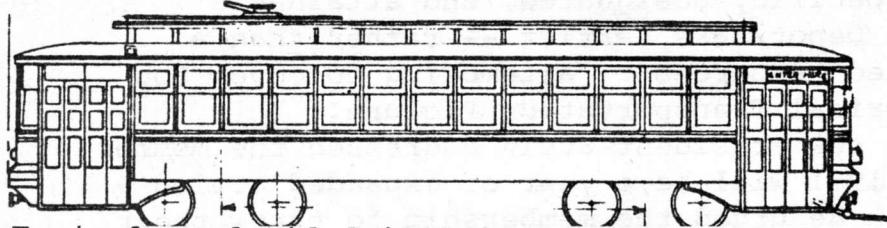
If the weather cooperates, we will begin work the first week in April to:

- Continue laying track from present end of track to W. 42nd St.
- Put in the grade crossing at W. 42nd Street
- Move # 1300 to the Lake Harriet site
- Ballast (not crushed rock) and align track
- partial operation of # 1300

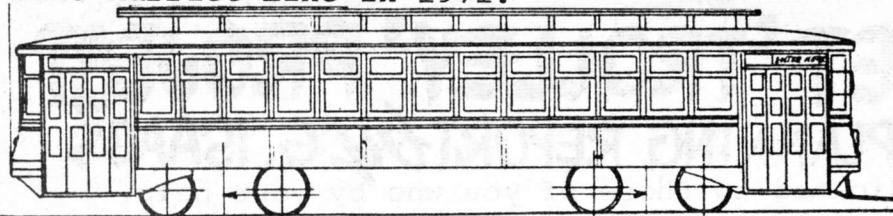
To achieve these goals the following expenditures will be required:

Rail and fittings	\$1200
Trucking charge for hauling rail	150
Moving # 1300 (1971 estimate)	700
Ballast	600
Tamping and alignment of track	200
Crossing work at W. 42nd Street	200
Sub total:	\$3050
contingencies	300
Total:	\$3350

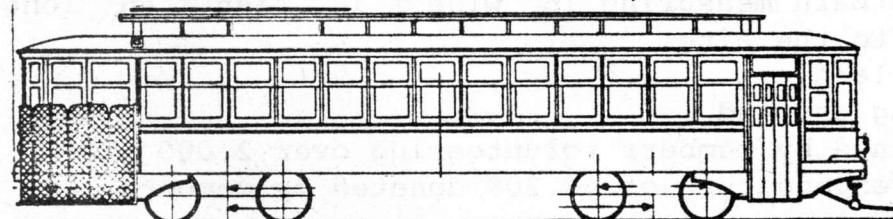
TCRT CARS IN REVIEW...



Typical wood-sided '1300' series TCRT electric car as rebuilt by Snelling Shops in the 1930's. This is the same type car now owned by MTM which will resume service on the Lake Harriet Line in 1971.



Steel-sided car as employed from 1938 onward for cars needing extensive exterior resheathing. (This style car also strongly considered for future MTM restoration.)



Original TCRT 'gatecar' as modified for front exit operation. Only one car of this type is known to have survived.

All cars pictured were originally built by TCRT at St. Paul-Snelling in the years 1908-1915.

GENERAL MEMBERSHIP.....

A meeting of the General Membership has been slated for 7:30 p.m., Tuesday, March 9 at the Great Northern Depot in Minneapolis, Room 325 (take north elevator to 3rd floor). MTM members are urged to attend an interesting, informative, and entertaining program which includes a showing of the film "The General", starring Buster Keaton.

DUES TIME

Now is the time to renew your MTM membership for 1971. Your prompt renewal is vitally important to the continued day to day operation of the organization and the successful attainment of the Museum's objectives for '71. In fact, why not sign up a new member, help us grow! Let us know if you need application blanks-we'll be happy to send them out!

SELL THE STORY TO THE PUBLIC

Enclosed with the "Minnegazette" you will find an additional flyer on the 'Trolley' funding appeal. Let's continue to sell the story of '1300' to the public. Spread the word! We need contributions now in order to get the track down this spring!

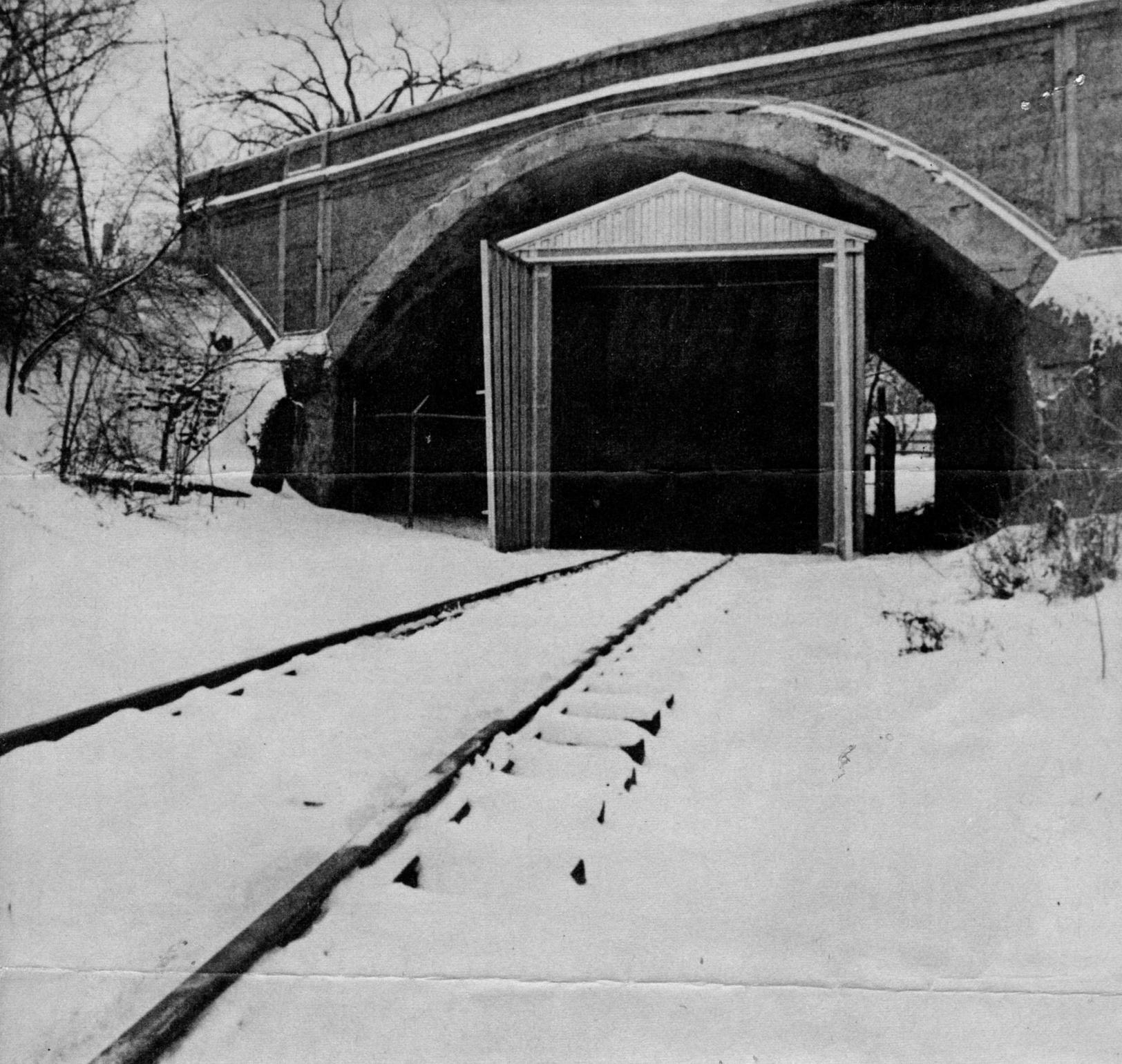
\$100 LOANS!

Again, in advance of our building season, we are making an appeal to all Museum members to help finance the work at Lake Harriet. Will you loan the MTM \$100 interest free and without security until such time we can begin to operate and are able to repay? If so, please call George Isaacs at 786-6322 (day) or 484-7512 (evenings). It will help to make 1300 a reality this spring and summer.



Would you believe?...

Don't! It's not exactly true yet, but...



THE LAKE HARRIET BARN IS *READY* and *WAITING!*

April work details for the Harriet project are already being firmed! This is the year of operation! Do your part! Sign up now! Let's help to actually put '1300' in the Barn this summer! Call George Isaacs at 484-7512 tonite!



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - Please credit the **Minnesota Streetcar Museum** and provide our URL www.trolleyride.org We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!